

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1 to 6. (Canceled).

7. (Currently Amended) The A method for controlling a drive train of a motor vehicle having a wheel slip control system (15) and an automatic transmission (12) having a clutch (11), the clutch capable of being opened and closed, characterized in that the automatic control system is controlled based upon a signal generated by the wheel slip control system, according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and an elapsed time since vehicle start (T_g) is greater than a predetermined time value (T_o).

8. (Currently Amended) The A method for controlling a drive train of a motor vehicle having a wheel slip control system (15) and an automatic transmission (12) having a clutch (11), the clutch capable of being opened and closed, characterized in that the automatic control system is controlled based upon a signal generated by the wheel slip control system, according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and an elapsed time since wheel spinning start (T_g) is greater than a predetermined time value (T_o).

9. (Currently Amended) The A method for controlling a drive train of a motor vehicle having a wheel slip control system (15) and an automatic transmission (12) having a clutch (11), the clutch capable of being opened and closed, characterized in that the automatic control system is controlled based upon a signal generated by the wheel slip control system, according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed (N_{Mot}) is less than a predetermined vehicle speed (N_z) and a number of wheel spinning periods is greater than a predetermined number of wheel spinning periods.

10. (Currently Amended) ~~The A method according to claims 1, 2, 7, 8, or 9, for~~
controlling a drive train of a motor vehicle having a wheel slip control system (15) and an
automatic transmission (12) having a clutch (11), the clutch capable of being opened and
closed, characterized in that the automatic control system is controlled based upon a signal
generated by the wheel slip control system, characterized in that the automatic transmission
(12) is controlled when a vehicle speed (v_v) is less than a predetermined vehicle speed (v_{vo})
and a number of slip cycles of the clutch exceeds a predetermined clutch slip cycles.

11. (Currently Amended) The method according to ~~any of the preceding claims~~ claim
7, characterized in that the automatic transmission (12) is controlled by increasing an engine
speed (N_{Mot}) and by controlling the closing of the clutch.

12. (New) The method according to claim 8, characterized in that the automatic
transmission (12) is controlled by increasing an engine speed (N_{Mot}) and by controlling the
closing of the clutch.

13. (New) The method according to claim 9, characterized in that the automatic
transmission (12) is controlled by increasing an engine speed (N_{Mot}) and by controlling the
closing of the clutch.

14. (New) The method according to claim 10, characterized in that the automatic
transmission (12) is controlled by increasing an engine speed (N_{Mot}) and by controlling the
closing of the clutch.

15. (New) A method for controlling a drive train of a motor vehicle including a wheel
slip control system and an automatic transmission, the automatic transmission including a
clutch configured to be opened and closed, comprising:

controlling the automatic transmission in accordance with a signal generated by the
wheel slip control system;

wherein the automatic transmission is controlled in the controlling step at least one of:

when a vehicle speed is less than a predetermined vehicle speed and an
elapsed time since vehicle start is greater than a predetermined time value;

when a vehicle speed is less than a predetermined vehicle speed and an elapsed time since wheel spinning start is greater than a predetermined time value;

when a vehicle speed is less than a predetermined vehicle speed and a number of wheel spinning periods is greater than a predetermined number of wheel spinning periods; and

when a vehicle speed is less than a predetermined vehicle speed and a number of slip cycles of the clutch exceeds a predetermined number of clutch slip cycles.

16. (New) The method according to claim 15, wherein the automatic transmission controlling step includes increasing an engine speed and controlling the closing of the clutch.